

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-48-AD; Amendment 39-12052; AD 2000-26-03]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310, and Model A300 B4-600, A300 B4-600R, and A300 F4-600R (A300-600) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2000-26-03, which was published in the Federal Register on December 28, 2000 (65 FR 82262). The typographical error resulted in the misidentification of affected airplanes. This AD is applicable to Airbus Model A310, and Model A300 B4-600, A300 B4-600R, and A300 F4-600R (A300-600) series airplanes. This AD requires new wiring modifications for the engine and the fire detection system of the auxiliary power unit.

EFFECTIVE DATE: Effective February 1, 2001.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 2000-26-03, amendment 39-12052, was published in the Federal Register on December 28, 2000 (65 FR 82262). The AD requires new wiring modifications for the engine and auxiliary power unit (APU) fire detection system.

As published, AD 2000-26-03 incorrectly substituted a nonaffected group of airplanes for an affected group. Specifically, the AD substituted Model A300 B2 and B4 series airplanes for Model A310 series airplanes. The NPRM for this AD correctly identified the affected airplanes.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the Federal Register.

The effective date of this AD remains February 1, 2001.

In AD 2000-26-03, amendment 39-12052, make the following corrections:

1. On page 82262, in the first column, the subject heading should read "Airworthiness Directives; Airbus Model A310 Series Airplanes, and Model A300A300 B4-600, A300 B4-600R, and A300 F4-600R (A300-600) Series Airplanes."

2. On page 82262, in the first column, under the heading Summary, in the fourth line, "A300 B2 and B4" should read "A310."

3. On page 82262, in the second column, under the heading Cost Impact, in the second line of the first paragraph, "A300 B2 and B4" should read "A310."

§39.13 [Corrected]

4. On page 82262, in the third column, the applicability of AD 2000-26-03 is corrected to read as follows:

* * * * *

Applicability: Model A310 series airplanes, and Model A300 B4-600, A300 B4-600R, and A300 F4-600R (A300-600) series airplanes; certificated in any category; except those on which Airbus Modifications 06267 and 07340 have been accomplished during production.

* * * * *

Issued in Renton, Washington, on January 8, 2001.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-1231 Filed 1-16-01; 8:45 am]

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[Federal Register: December 28, 2000 (Volume 65, Number 250)]
[Rules and Regulations]
[Page 82262-82263]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-48-AD; Amendment 39-12052; AD 2000-26-03]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 Series Airplanes, and Model A300 B4-600, A300 B4-600R, and A300 F4-600R (A300-600) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A310 and A300-600 series airplanes, that currently requires wiring modifications to the engine and auxiliary power unit (APU) fire detection system. This amendment requires new wiring modifications for the engine and APU fire detection system. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent the fire warning from terminating prematurely, which could result in an unnoticed, uncontained engine/APU fire.

DATES: Effective February 1, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 1, 2001.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 99-27-10, amendment 39-11491 (65 FR 204, January 4, 2000), which is applicable to certain Airbus Model A310 and A300-600 series airplanes,

was published in the Federal Register on August 2, 2000 (65 FR 47356). The action proposed to require new wiring modifications to the engine and auxiliary power unit (APU) fire detection system.

Clarification of Model Designation

Since the issuance of the proposed AD, the FAA has changed the manner in which it identifies the airplane models referred to as "Airbus Model A300 and A300-600 series airplanes" to reflect the model designation specified on the type certificate data sheet. This final rule has been revised to show the appropriate model designations for those airplanes.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 113 Model A310 and A300-600 series airplanes of U.S. registry that will be affected by this AD.

The actions required by this AD will take approximately 26 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$484 per airplane. Based on these figures, the cost impact of the requirements of this AD on U.S. operators is estimated to be \$230,972, or \$2,044 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-11491 (65 FR 204, January 4, 2000), and by adding a new airworthiness directive (AD), amendment 39-12052, to read as follows:

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION: [*Federal Register: January 17, 2001 (Volume 66, Number 11); Page 3861; www.access.gpo.gov/su_docs/aces/aces140.html*]. *Correction Number 1 contained a minor typo in the model reference, (third column, third line). We corrected this copy from "A30A300 B4-600" to "A300 B4-600".*

2000-26-03 Airbus Industrie: Amendment 39-12052. Docket 2000-NM-48-AD. Supersedes AD 99-27-10, Amendment 39-11491.

Applicability: Model A310 series airplanes, and Model A300 B4-600, A300 B4-600R, and A300 F4-600R (A300-600) series airplanes; certificated in any category; except those on which Airbus Modifications 06267 and 07340 have been accomplished during production.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the fire warning from terminating prematurely, which could result in an unnoticed, uncontained engine/auxiliary power unit (APU) fire, accomplish the following:

Modifications

(a) Within 12 months after the effective date of this AD, accomplish the wiring modifications for the engine and APU fire detection system in accordance with Airbus Service Bulletin A300-26-6038, Revision 03, dated March 30, 2000 (for Model A300-600 series airplanes); or A310-26-2024, Revision 06, dated March 31, 2000 (for Model A310 series airplanes); as applicable.

Note 2: Accomplishment of the wiring modifications prior to the effective date of this AD in accordance with Airbus Service Bulletin A300-26-6038, Revision 02, dated November 9, 1999, is considered acceptable for compliance with the applicable actions specified in this AD.

Alternative Method of Compliance

(b)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-

116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an

appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

(2) Alternative methods of compliance, approved previously in accordance with AD 99-27-10, are approved as alternative methods of compliance with paragraph (a) of this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The wiring modifications shall be done in accordance with Airbus Service Bulletin A300-26-6038, Revision 03, dated March 30, 2000; or Airbus Service Bulletin A310-26-2024, Revision 06, dated March 31, 2000; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directive 1999-238-286(B) R2, dated May 17, 2000.

Effective Date

(e) This amendment becomes effective on February 1, 2001.

Issued in Renton, Washington, on December 18, 2000.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-32762 Filed 12-27-00; 8:45 am]

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